

# STREET SMART

May 7, 2003

Governments  
**SANBAG**  
Working Together

## Meeting Summary of the SANBAG Board of Directors

San Bernardino Associated Governments ■ 472 N. Arrowhead Avenue, San Bernardino, CA 92401 ■ (909) 884-8276  
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### ■ Proposed center aims to improve highway efficiency

Faced with the reality that traffic congestion cannot be managed solely by building more freeways, SANBAG and Caltrans are working to secure funds for an Inland Empire Transportation Management Center (TMC) that will use closed circuit cameras and other technology to improve the efficiency of freeway travel.

The proposed new center would replace the current "interim" TMC housed in the basement of the Caltrans District 8 building in San Bernardino. The new center would provide additional space for staff and new technology.



TMCs operate by monitoring traffic flow on freeways via closed circuit television cameras. Changeable message signs and ramp meters help manage this flow as well. This technology makes it possible to track and resolve recurring congestion, which accounts for half of freeway traffic problems. Because information is relayed in "real time," response to accidents -- the other half of traffic problems -- also is faster. Overall, TMCs lead to improved efficiency, reduced congestion and pollution, enhanced safety and better communication between agencies, including Caltrans, the California Highway Patrol and traffic reporters.

Design is underway for a permanent Inland Empire TMC, to be located south-east of the State Route 210 and Interstate 15 interchange, near Cherry Avenue in Fontana. The estimated cost is \$35 million. SANBAG's share is \$6 million of this cost. Conceptual design is planned for completion in September 2003, with construction anticipated to start in September 2005.

### ■ SANBAG hires firms for preliminary work on I-215 project

The widening of Interstate 215 south of Interstate 10 took another step forward, with the hiring of firms to provide engineering and environmental services over the next five years.

SANBAG awarded a \$2 million contract to Lim and Nascimento (LAN) Engineering Corporation and a \$1.5 million contract to LSA Associates, Inc. LAN will help establish a preferred design for the project, in coordination with the cities of Grand Terrace, Colton, San Bernardino and Riverside, as well as SANBAG and the Riverside County Transportation Commission. LSA will provide environmental services for an environmental impact report/environmental impact statement.

The I-215 widening project is the final major freeway construction project to be funded by Measure I, San Bernardino County's half-cent transportation sales tax.

### ■ SANBAG presents proposed budget for 2003-04

Board members received copies of SANBAG's proposed 2003-04 budget, a document that will be reviewed in detail by the agency's Administrative Committee on May 14. The Board will vote on the final budget in June.

The budget includes estimated revenues of \$160 million. This reflects an increase from this year's \$145 million budget and a decrease from the 2001-02 actual revenue of \$167 million.

New expenditures for the coming year total \$159 million. The total estimated budget, when combined with prior year encumbrances, totals



\$211 million. The most significant expenditures will relate to freeway projects, including State Route 210 in Rialto and San Bernardino and the Interstate 10 truck-climbing lane in

Redlands and Yucaipa.

Several one-time expenditures have been included in the proposed budget. These include the estimated cost for a countywide Measure I renewal election, new computer software and relocation expenses to the Santa Fe Depot.

### Down the Road ...

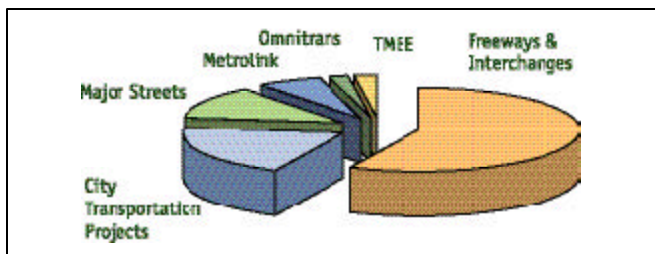
- May 14: Administrative Committee and Budget Workshop, 9 a.m.
- May 16: Mountain-Desert Committee, 9 a.m.
- May 21: Plans & Programs Committee, 12 noon
- Date to be announced: Route 210 Open House, Kolb Middle School, Rialto, 5-7:30 p.m.

**M**easure I is San Bernardino County's half-cent sales tax for transportation improvements. Forward thinking county voters approved Measure I in November 1989, ensuring that funding would be available for needed transportation projects countywide. The measure expires in 2010.

Funds are distributed differently in the San Bernardino Valley region and the Mountain/Desert region to meet the unique transportation challenges of each area. In both regions, the funds are distributed based upon the sales taxes generated within each region.

## San Bernardino Valley Region

In the San Bernardino Valley area, the majority of Measure I funds are pooled and used to improve the regional transportation system. A portion is returned to each city for local transportation projects. The chart and figures below show the distribution of Measure I in the Valley from 1990 to 2003.



### ■ Freeways & Interchanges -- 53% -- \$384,205,601

Includes new Route 210 in Upland, Rancho Cucamonga, Fontana, Rialto and San Bernardino; new Route 71 in Chino and Chino Hills; Interstate 10 carpool lanes in Ontario and Montclair; Route 60 widening and carpool lanes in Chino and Ontario; and planned improvements to Interstate 215 in San Bernardino and Interstate 10 in Redlands and Yucaipa.

### ■ City Transportation Projects -- 19% -- \$139,210,665

Provides funding for streets, signals, bridges and other local transportation improvements determined by each city council, as listed: Chino: \$7.4 million; Chino Hills: \$5.8 million; Colton: \$5.2 million; Fontana: \$12.7 million; Gr. Terrace: \$1.5 million; Highland: \$4.7 million; Loma Linda: \$2.4 million; Montclair: \$3.5 million; Ontario: \$16.9 million; R. Cucamonga: \$13.8 million; Redlands: \$7.6 million; Rialto: \$9.6 million; San Bernardino: \$21.1 million; Upland: \$7.8 million; Yucaipa: \$4.4 million; unincorporated county area: \$14.8 million

### ■ Major "Arterial" Streets -- 12% -- \$83,535,364

Supports widening and bridge improvements on streets that serve as major arteries for the region, such as Euclid Avenue in Chino, Haven Avenue in Rancho Cucamonga, and Baseline in Highland.

### ■ Metrolink Train System -- 8% -- \$55,666,300

Funded the purchase of railroad right-of-way, track rights, station construction and cars for this rail system, which started in 1992.

### ■ Omnitrans Public Transit -- 6% -- \$41,731,768

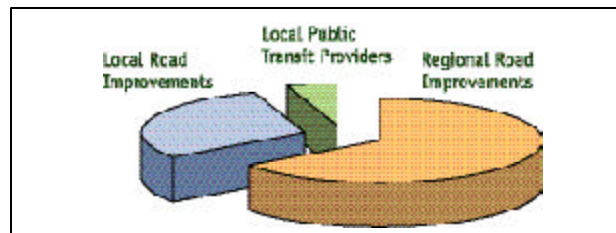
Provides discounts to elderly and disabled Omnitrans riders for fixed routes, Dial-A-Ride service and curbside Access service.

### ■ Traffic Management/Environmental -- 2% -- \$13,934,532

Supports a Congestion Management Program, traffic signal synchronization planning, rideshare incentives and clean fuel vehicle programs.

## Mountain/Desert Region

The wide-ranging geography and severe climate conditions of the county's Mountain/Desert region lead to unique transportation needs. In this region, all Measure I funds generated are returned to each city, town and sub-area. Rather than pooling these dollars, each jurisdiction controls how the funds will be spent locally. The following chart and figures show the distribution of these funds from 1990 to 2003.



### ■ Major Streets/Regional Needs -- 65% -- \$104,412,083

Provides funding to each jurisdiction for improvements to major streets and state highways that are part of a regional road network. These have included Bear Valley Road, Lenwood Road, Needles Highway, Lake Gregory Drive, Nat'l Trails Highway, Indian Trail Road, and Onaga Trail.

### ■ Local Road Improvements -- 30% -- \$48,190,192

Cities, towns and unincorporated areas further receive funds for local transportation needs, including repair of residential and collector streets. Jurisdictions typically use funds for repaving, widening, signals, emergency repairs and realignment.

### ■ Public Transit Systems -- 5% -- \$8,031,698

These funds support the operations of the Barstow Area Transit, Mountain Area Regional Transit Authority, Morongo Basin Transit Authority, Needles Area Transit and Victor Valley Transit Authority. Measure I helps reduce fares and improve service for elderly and disabled passengers.

### Mountain/Desert Funding Totals, 1990-2003

Adelanto: \$4.4 million  
 Apple Valley: \$15.4 million  
 Barstow: \$16.3 million  
 Big Bear Lake: \$5.1 million  
 Colorado River: \$.65 million  
 Hesperia: \$20.5 million  
 Morongo Basin: \$5.6 million  
 Mountain Area: \$11.9 million  
 Needles: \$2.5 million

North Desert Area: 10.5 million  
 Twentynine Palms: \$5.7 million  
 Victor Valley Area: \$13.5 million  
 Victorville: \$39.9 million  
 Yucca Valley: \$7.9 million